

# EXHIBIT 13C

## BEFORE THE INTERSTATE COMMERCE COMMISSION

APPLICATION OF MISSOURI SOUTHERN RAILROAD COMPANY UNDER PARAGRAPHS (18) TO (21) INCLUSIVE, SECTION 1 OF THE INTERSTATE COMMERCE ACT, FOR A CERTIFICATE THAT THE PRESENT AND FUTURE PUBLIC CONVENIENCE AND NECESSITY PERMIT OF THE ABANDONMENT BY THE APPLICANT OF ITS ENTIRE LINE OF RAILROAD WHICH EXTENDS FROM LEEPER, MO., TO BUNKER, MO.

To the Interstate Commerce Commission:

Your applicant respectfully shows;

(a) The exact corporate name of applicant is Missouri Southern Railroad Company.

(b) Applicant is a carrier engaged in the transportation of persons and property by railroad subject to the Interstate Commerce Act.

(c) The line proposed to be abandoned is the entire line of the Missouri Southern Railroad which extends from Leeper to Bunker, a distance of fifty-three and eight-tenths (53.8) miles, all in Wayne and Reynolds counties, Missouri.

(d) Applicant proposes to abandon the line itself.

(e) The reasons, briefly stated, why the abandonment should be authorized are as follows: The present and prospective volume of traffic over the line does not justify its continued operation. The gross revenues of the applicant for the past five years have been far less than its current costs of operation and taxes. The physical condition of the line is such that heavy replacements of ties and repairs of bridges must be made immediately if it is to remain in operation for

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longer than a few months, and applicant is without the means to make such repairs or the credit necessary to obtain funds for such purposes. Applicant believes that on or about February 1, 1941, its cash resources will be completely exhausted and that it will be without available funds with which to meet payrolls or to cover the other immediate cash requirements incident to the continuance of operations, hence that operations will have to cease.

(f) The name, title and postoffice address of the officer of the applicant to whom correspondence in regard to this application should be addressed is

Jules A. Fremon, Secretary  
Looper, Missouri

(g) Applicant was organized under the laws of the State of Missouri and operates only in Missouri.

(h) The making and filing of this application was authorized by a resolution adopted by applicant's Board of Directors at a meeting held on the 19th day of December, 1940, at Leeper, Missouri.

(j) There is attached hereto, and to each copy hereof, a map showing the location of the line proposed to be abandoned. Three unbound copies of said map also are submitted with this application.

Respectfully submitted,

MISSOURI SOUTHERN RAILROAD COMPANY

Leeper, Mo.;  
December 20, 1940

Its President.

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State of Missouri )  
County of Wayne ) ss

Herman A. Radtke makes oath and says that he is President of Missouri Southern Railroad Company; that he has carefully examined each and all of the statements contained in the foregoing application; that they are true and correct to the best of his knowledge and belief; that the foregoing application is made with the approval and at the direction of the Board of Directors of said applicant, as appears by a resolution adopted by said Board of Directors at a meeting held at Leeper, Missouri, on the 19th day of December, 1940; and that he is the person who has been authorized by said Board to verify and file this application.

*Herman A. Radtke*

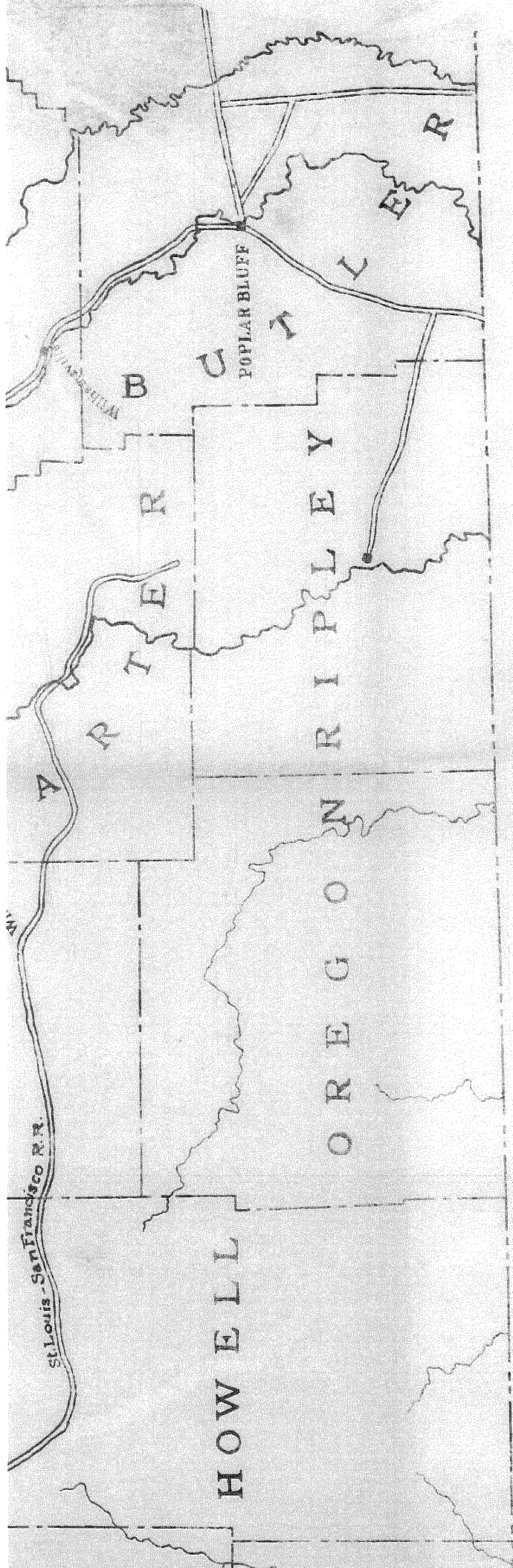
Subscribed and sworn to before me, a notary public in and for the state and county above named, this 20th day of December, 1940. My commission expires April 29, 1942.

*A M Fulton*  
Notary Public.









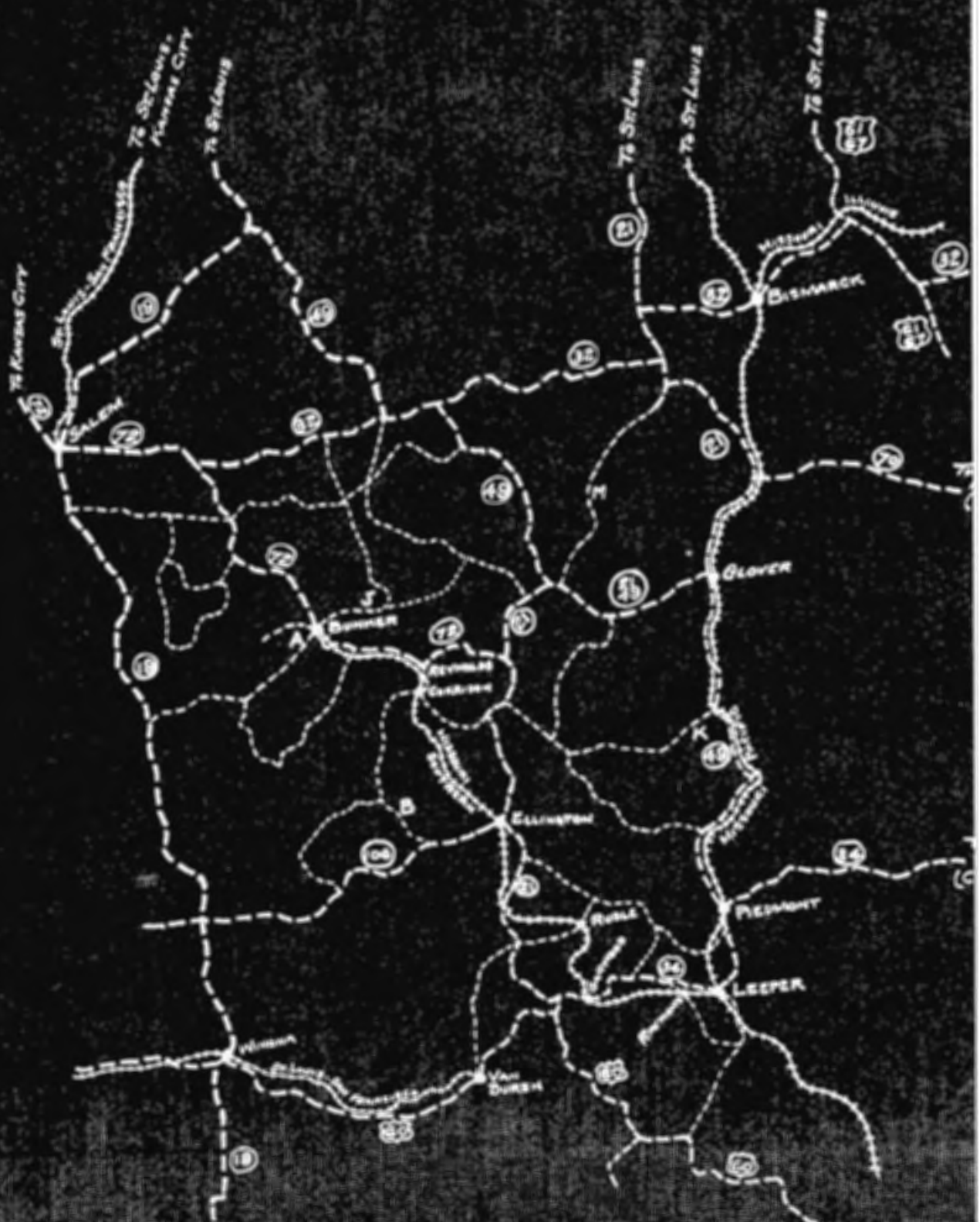
## MISSOURI SOUTHERN RAILROAD

Scale: 1 inch = 8 miles

Proposed Abandonment

(Southeastern Missouri)





HIGHWAYS IN TERRITORY  
SERVED BY  
MISSOURI SOUTHERN RAILROAD

RAILROAD  
ALL WEATHER GRADED STATE AND FEDERAL HIGHWAYS  
PARTLY HARD SURFACES - ALL BALANCE GRAVEL SURFACES  
SUPPLEMENTARY GRADED AND GRAVEL SURFACES COUNTY HIGHWAYS

F-13131

RETURN TO QUESTIONNAIRE



FILED

BEFORE THE INTERSTATE COMMERCE COMMISSION

JAN 22 1941 *R*

APPLICATION OF MISSOURI SOUTHERN RAILROAD COMPANY UNDER PARAGRAPHS (18) TO (21) INCLUSIVE, SECTION 1 OF THE INTERSTATE COMMERCE ACT, FOR A CERTIFICATE THAT THE PRESENT AND FUTURE PUBLIC CONVENIENCE AND NECESSITY PERMIT OF THE ABANDONMENT BY THE APPLICANT OF ITS ENTIRE LINE OF RAILROAD, WHICH EXTENDS FROM LEEPER, MO., TO BUNKER, MO.

Finance Docket No. 13131

RETURN TO QUESTIONNAIRE

The Missouri Southern Railroad Company, having made application to the Interstate Commerce Commission under paragraph (18) of Section 1 of the Interstate Commerce Act, as amended, for a certificate that the present and future public convenience and necessity permit of the abandonment by the applicant of the entire line of the Missouri Southern Railroad which extends from Leeper to Bunker, a distance of fifty-three and eight-tenths (53.8) miles, all in Wayne and Reynolds counties, Missouri, which application is filed in the office of the Commission in Finance Docket No. 13131, hereby affirms that the notice of the application has been published in the form prescribed by the Commission, at least once during each of three consecutive weeks, in the following newspapers:

Wayne County Journal-Banner	Beginning January 2, 1941
Ellington Press	Beginning January 2, 1941;

that said newspapers are of general circulation in each of the following counties of the states named:

State: MISSOURI, Counties: WAYNE and REYNOLDS,

which are all of the states and counties in which the line of railroad proposed to be abandoned is situated; and the identified newspaper clippings hereto attached, marked EXHIBIT A, contain true copies of the notices as published in said newspapers.

The applicant also submits the following information required by the Commission:

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1. Q. When, by whom, and for what purpose the line was constructed, and its proprietary history.

was  
A. The line constructed by the applicant in several sections, as follows; Leeper to Garwood, 9.9 miles, 1884-1886; Garwood to Ruble, 8.4 miles, 1892-1894; Ruble to Ellington, 10.6 miles, 1895-1897; Ellington to Reynolds, 15.1 miles, 1900-1901; and Reynolds to Bunker, 9.8 miles, 1907-1908.

The entire line was constructed for the purpose of transporting forest products originated on the line.

2. Q. The investment cost of the line as shown by the applicant's books, stated as nearly as possible according to the primary accounts prescribed by the Commission.

A. The investment cost of the line is unknown. In the report of the Commission fixing the valuation of the property of Missouri Southern Railroad Company as of June 30, 1914, it was stated, "The original cost to date of the property of the carrier can not be ascertained owing to the inadequacy of the records".(114 ICC Reports, page 795-798).

Applicant estimates the investment cost to be as follows, such estimate being based upon studies made in connection with the compilation of valuation data:

1	Engineering	\$ 25,798
2	Land for transportation purposes	33,405
3	Grading	220,143
6	Bridges, trestles and culverts	37,050
8	Ties	23,851
9	Rails	181,053
10	Other track material	28,755
11	Ballast	36,867
12	Tracklaying and surfacing	25,896
13	Right of way fences	5,868
16	Station and office buildings	8,808
17	Roadway buildings	1,595
18	Water stations	1,613
19	Fuel stations	573
20	Shops and enginehouses	9,961
26	Telegraph and telephone line	4,188
35	Miscellaneous structures	1,590
37	Roadway machines	7,739
38	Roadway small tools	2,343
44	Shop machinery	22,583
45	Power machinery	968
71	Organization expenses	350
76	Interest during construction	31,516
	Total	712,513



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3. Q. A copy of the applicant's general balance sheet of the latest date available, and a copy of the applicant's income account for each of the last five calendar years, and for that portion of the current year for which the information is available.

A. Copy of applicant's general balance sheet as of November 30, 1940, is hereto attached, marked EXHIBIT B.

Copy of applicant's income account for the calendar years 1935 to 1939, inclusive, and for the period January 1, to November 30, 1940 is hereto attached, marked EXHIBIT C.

4. Q. The main physical characteristics of the line as to ruling grades, curvature, weight of rail, and state of maintenance.

A. The main physical characteristics of the line are as follows;

Ruling grades, Eastbound 2.78%, Westbound 3.5%.  
Number of curves 154.  
Maximum degree of curvature 14 degrees 30 minutes.  
Weight of rail 60 lbs per yard.  
Number of steel bridges 1. Length 135 feet.  
Number of timber trestles 63.

The country traversed by the line is rough and hilly to mountainous. Reynolds county, in which most of the line is situated, is "as a whole, one of the most thoroughly dissected counties of the state" of Missouri. (Soil survey of Reynolds County, Missouri - U. S. Department of Agriculture, Bureau of Soils, 1918). Bunker, the western terminus of the line, is 955 feet above Leeper, the eastern terminus, but due to three major summits in the line and intervening valleys, the sum of ascents Leeper to Bunker is 2,001 feet, while ascents aggregating 1,001 feet must be overcome from Bunker to Leeper.

Due to under-maintenance for a number of years, the line is in such physical condition that it can be operated only by restricting the speed of freight trains to average of twelve miles per hour, it being necessary to reduce speed to five miles per hour over many stretches of the line. The state of maintenance is indicated by the tie renewals over the last 20 years, during which period substantially the same mileage has been maintained:

<u>5-year period</u>	<u>Average number of ties replaced annually</u>
1921-1925	17,306
1926-1930	12,159
1931-1935	11,196
1936-1940	5,621

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All cross ties and switch ties in track are untreated white oak. There being approximately 3,000 ties per mile in the main line, or about 160,000 total, the percentage of replacements during the last five years have been at the average rate of 3.5% annually, whereas proper replacement of untreated white oak should be at the rate of 12.5% annually. This calculation assumes, moreover, that all of the replacements were made in the main line and none in side tracks, although in fact very few ties were replaced in side tracks. Replacements for the two prior 5-year periods also were considerably below the rate necessary for proper maintenance. Applicant estimates that to put the line into condition for reasonably safe operation will require the replacement of 81,000 ties in the main line and 3,000 ties in side tracks.

The condition of the 63 timber trestles in the line is such that practically every one of them requires immediate major replacements and most of them require complete rebuilding.

There is attached hereto a memorandum marked EXHIBIT D, which shows in detail a minimum maintenance budget. As indicated by this memorandum, applicant estimates that the sum of \$81,337 will have to be expended for material and labor to put the line in reasonably safe operating condition.

5. Q. The estimated salvage value of the line, with a general statement of the basis of the estimate.

A. The estimated net salvage value of the line is \$103,000. This estimate contemplates the recovery of 6,000 gross tons of re-rolling and scrap steel rails, valued at \$15.00 per gross ton, 700 gross tons of miscellaneous steel scrap at \$10.00 per gross ton, \$1,000 from sale of shop machinery and other equipment, and \$5,000 from the sale of real estate.

6. Q. The names of all railroads with which the line connects for interchange of traffic and the points of such interchange.

A. The line connects only with the Missouri Pacific Railroad at Leeper, Missouri.



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7. Q. A brief description of the present train service on the line, and of important changes in the past five years.

A. Train service on the line consists of irregular freight train service as required to handle carload traffic, averaging two round trips weekly, while passengers, mail and express are carried by a Diesel-powered motor car which makes one round trip daily and Sunday. Less-carload freight also is carried by this motor car. During about eight calendar months of the year, the motor car makes an extra trip, Leeper to Ellington and return, on the days that the Ellington high school is in session, for transportation of pupils to and from Ellington. There has been no change in train service during the last five years except that the number of freight trains operated has been reduced about one-third.

8. Q. The names of all stations on the line, stated in order with milepost numbers, with the approximate population of each, and the authority for the information, showing for each place the names of all other railroads by which it is served, or its distance by highway from the nearest other railroad. Distinguish non-agency stations.

A. The names of all stations on the line, with the population of each place as shown by the 1940 census where available, otherwise estimated by applicant, and distance by highway from the nearest other railroad, are as follows:

Milepost	Name	Population	Distance from nearest other RR(Miles)
0	Leeper, Mo.	204	0
5.3	*Raymond, Mo.	10#	5
9.9	*Garwood, Mo.	20#	12
18.3	*Ruble, Mo.	30#	23
28.9	Ellington, Mo.	850	31
42.6	*Corridon, Mo.	45#	31
44	*Reynolds, Mo.	160	30
53.8	Bunker, Mo.	530	29

\*Non-agency station

#Estimated by applicant.

Leeper is served by Missouri Pacific railroad. Distances shown from other stations except Bunker are from points on Missouri Pacific. From Bunker, nearest railroad is Frisco.

9. Q. The approximate population of the territory served by the line, explaining how the limits of this territory are defined.

A. The approximate population of the territory served is 7,000. This estimate is based upon the 1940 census and includes the territory within five miles on both sides of the line.

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10. Q. A detailed statement of the location and nature of the highways available for the movement of the traffic now handled by the line, and of the common carrier truck and bus service on such highways, if any.

A. There is attached hereto marked EXHIBIT E, a map which shows the location and nature of the highways available for the movement of traffic now handled by the line.

The line is substantially paralleled throughout its entire length by Missouri State highways Nos. 34, 21 and 72. These highways are important "through" units of the state highway system, giving access by connections with other federal and state highways in all directions and to all sections of the state and other states. All points on the line having a population of 50 or more are directly served by one of these highways, viz; Leeper on highway 34, Ellington on highway 21, and Reynolds and Bunker on highway 72.

In addition to the state "through" highway system, the territory served by applicant's line is well supplied with supplementary and local highways. All such highways that are shown on the map above referred to are graded and gravel-surfaced, being known as "all weather" roads. Every point served by applicant's line at which there is any permanent population, and which is not on one of the trunk highways, is directly served by one of these supplementary roads.

The following listed common carrier truck lines are authorized to operate and handle general traffic in the territory served by applicant's line:

Dodson Truck Line - Mo. State certificate T-2063  
Operates through Leeper and Garwood

Lupkey Supreme Service - Mo. State certificate T-2935  
Operates through Leeper and Ellington

Roy Massie - Mo. State certificate T-969  
Operates through Ruble and Ellington

Black River Express - Mo. State certificate T-1143  
Operates through Ellington, Reynolds and Bunker

J. A. Wollard - Mo. State certificate T-300  
Operates through Ellington

In addition to authorized common carrier trucks operating over regular routes, Missouri laws permit the issuance of certificates which authorize operations over irregular routes, either as common carriers or contract carriers, and in many instances such certificates have virtually state-wide application. Many trucks operating under certificates of this character provide service in the territory served by applicant's line, but applicant is unable to furnish the names of such truck operators.



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In addition to the foregoing regularly authorized truck lines, at least ten other persons or companies regularly perform limited trucking service in the territory, such as inbound flour, feed, cement and other heavy commodities, and outbound lumber, ties, staves and live stock, but applicant does not know whether such service is in any instance authorized by law.

Applicant believes that at least 75% of the inbound merchandise tonnage is delivered in the territory directly by trucks owned by the wholesale distributors. More than 50% of the gasoline used in the territory is brought in by dealer-owned trucks directly from the refineries.

Willie Wallen, a certificated bus carrier under certificate No. 97, provides double daily passenger service between Ellington and St. Louis over highway 21. This is the only authorized bus carrier operating in the territory, but a limited service also is furnished by the Wallen line from Reynolds and Bunker in connection with a mail route operated by that company under which a limited number of passengers may be carried without certificate.

11. 2. The nature of the industries in the tributary territory (such as farming, mining, lumbering, manufacturing, etc.), how long established and the extent to which each is dependent upon the line for transportation. State location and other facts concerning the most important plants served.

A. In so far as traffic is produced for the line, the only industry in the territory is the manufacture of forest products. The only manufacturing plants on the line are a small sawmill at Bunker, a charcoal manufacturing plant at Reynolds, a small planing mill and a stave mill at Ellington, and a handle factory at Ruble. The operator of the sawmill at Bunker has informed applicant that it is immaterial to him whether the railroad remains in service; neither the planer or the stave mill at Ellington has shipped any tonnage over applicant's line during the last two years; the handle factory shipped two carloads in 1940, the greater part of its output moving as LCL shipments; and the charcoal manufacturing plant shipped 17 carloads in 1939 and 18 carloads in 1940.

During the last five years the principal originated tonnage has been hewn railroad ties which are purchased by dealers from the tie-makers at buying yards located at various points on the railroad. Most of this tonnage, as well as other forest products, now moves out of the territory by truck.

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12. Q. The passenger traffic handled by the line in each of the last five calendar years, giving separately the number of local and connecting line passengers (if the latter designation is applicable) and the revenues from each class.

A. The passenger traffic handled by the line in each of the last five calendar years, all of which was local to applicant's line, was as follows:

<u>Year</u>	<u>Number of Passengers</u>	<u>Revenue</u>
1936	6,078	\$2,175
1937	5,518	2,020
1938	4,416	1,547
1939	8,628 (a)	2,428
1940	14,861 (b)	<del>2,862</del> 3,252

(a) Includes 3,808 children handled under contract with school board for flat charge of \$200 per month, leaving 4,820 "regular" passengers.

(b) Includes 10,681 children handled under contract with school board for flat charge of \$200 per month, leaving 4,180 "regular" passengers.

13. Q. The freight tonnage handled by the line in each of the last five calendar years, showing the number of cars and the tonnage of carload freight, classified by principal commodities, and the tonnage of less-than-carload freight. Show in separate statements (a) local freight originated at and destined to points on the line, (b) freight moved between points on the line and points beyond it, and (c) freight neither originated at nor destined to points on the line (overhead or bridge traffic).

A. (a) Local freight originated at and destined to points on the line during the last five calendar years;

<u>Year</u>	<u>CARLOADS</u> <u>Commodity</u>	<u>Cars</u>	<u>Tons</u>	<u>LESS CARLOADS</u> <u>Tons</u>
1936	Rough Material	15	639	53
1937	Rough Material	3	108	29
1938	Rough Material	1	28	18
1939	Rough Material	1	44	7
1940	none			6

All rough material tonnage was timber (logs, bolts, etc) for further manufacture and re-shipment.

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A. (b) Freight moved between points on the line and points beyond it during the last five calendar years;

NOTE: For detailed statement of commodities, see attached memorandum marked EXHIBIT F.

CARLOAD FREIGHT

Year	Originated on Line		Rec'd from connecting lines		Total	
	Cars	Tons	Cars	Tons	Cars	Tons
1936	973	27,113	190	4,666	1,179	32,425
1937	1,034	31,340	193	4,597	1,230	36,045
1938	522	15,342	185	4,829	708	20,199
1939	705	23,151	187	4,835	883	28,030
1940	384	14,528	95	2,579	479	17,107

LESS-CARLOAD-FREIGHT (Tons)

Year	Originated on Line	Received from connecting lines	Total
1936	153	601	800
1937	146	518	693
1938	114	443	557
1939	109	428	544
1940	99	485	590

A. (c) No overhead or bridge traffic is handled by the line.

14. Q. (1) If the line to be abandoned is less than the entire mileage operated by the applicant, a statement showing the effect of the proposed abandonment on the net railway operating income of the applicant.

(2) If the applicant's line is operated as part of a system under common control and management, a statement for the same period required in paragraph (1) showing the effect of the proposed abandonment on the net railway operating income of the system or unit members thereof.

A. (1) The line proposed to be abandoned is the entire mileage operated by the applicant.

A. (2) The applicant's line is not operated as part of a system under common control and management.



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15. Q. If the volume of freight or passenger traffic of the line has decreased during recent years, any reasons therefor.

A. During the last 30 years, applicant's line has served substantially the same territory as it now serves, with exactly the same main line mileage, but with greater average total mileage during the last ten years than that operated in the earlier periods. Freight tonnage handled by the line during the 30 years was as follows;

<u>10-year period</u> <u>(years inclusive)</u>	<u>Average tons of Forest</u> <u>Products originated</u> <u>per year.</u>	<u>Average Total</u> <u>Tons handled</u> <u>per year.</u>
1911 to 1920	98,329	109,228
1921 to 1930	51,096	62,993
1931 to 1940	21,035	31,089

The principal reason for the reduction of tonnage is the exhaustion of the timber resources in the territory served by the line, aggravated during recent years by loss of tonnage to trucks. For the three years, 1938, 1939 and 1940, average tonnage of forest products originated was 17,225 tons, and total tonnage handled was ~~22,377~~ 22,377 per year.

In 1929 this applicant was granted authority to construct a 15-mile branch line (150 ICC 338), at which time the following representations were made, as reported by the Commission;

"The applicant states that the continued operation of its main line is contingent upon the construction and operation of the proposed extension, as the timber adjacent to the main line is depleted to the extent that it alone is not sufficient to support the railroad, and agricultural development has not advanced to the state necessary to produce revenue sufficient to replace the revenue formerly derived from the forest products traffic. It is anticipated that during the period of lumbering operations on the proposed extension the agricultural, dairying, stock raising and fruit growing industries along the line will develop sufficiently to make it self-supporting and permit of permanent operation".

The branch line was constructed and placed in operation in 1929, but the anticipated results were not realized, and the branch line has been abandoned for lack of tonnage in sufficient volume to justify its continued operation. (233 ICC 597 and 236 ICC 563).

Applicant's revenues from the transportation of agricultural products, instead of increasing since 1929, have practically ceased altogether.

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During the last ten years the proportion of the meager tonnage available in the territory which has been handled by the applicant has grown smaller each succeeding year, due to truck competition. This refers not only to "merchandise" LCL traffic, but also lumber, ties, cooperage material, and live stock, outbound, and flour, feed, cement, and other similar commodities, inbound. Applicant handled only two carloads of live stock (cattle) during all of the last three calendar years. Applicant believes that at least 75% of the less-than-carload traffic and at least 50% of the carload traffic into and out of the territory served by applicant's line, is carried by trucks.

During the last ten years, passenger traffic handled by the line has progressively diminished, due principally to the use of private automobiles over the vastly increased mileage of improved highways, so that at this time such traffic is negligible. During the 5-year period, 1916 to 1920, applicant carried an average of 23,776 passengers annually. During the 5-year period, 1936 to 1940, average number of passengers carried, excluding school pupils, was 5,003 annually, and of this number approximately one-third were CCC camp enrollees or other persons traveling on government orders.

16. Q. If the line is operated as a joint facility, and abandonment of the applicant's operation is proposed, state fully the facts as to operation by others and the extent to which it will supply the place of the operation it is proposed to be abandoned.

A. The line is not operated as a joint facility.

17. Q. State what effort has been made to dispose of the line so as to assure its continued operation, and what, if any transportation service will remain or may be substituted for that proposed to be abandoned.

A. Several attempts have been made in past years to dispose of applicant's railroad by sale or lease to the Missouri Pacific, without success. In the pending Missouri Pacific Reorganization proceeding, Finance Docket No. 9918, the Commission dismissed a petition filed therein by this applicant which prayed for an order which would require the new Missouri Pacific company to take over applicant's line by purchase or lease. No other attempts have been made to dispose of the line.

No rail transportation service will remain in the territory served when the line is abandoned (except as to Leeper), but common carrier and contract truck service and bus service already established and in operation in the territory is ample to handle all of the traffic which currently is being handled by applicant's line.

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18. Q. A summary statement of the reasons for the application.

A. The line was originally constructed for the purpose of transporting forest products originated in the territory served, and throughout its existence that traffic has been the source of its principal revenue. The timber resources of the territory are now depleted to the extent that revenue from tonnage produced therefrom is insufficient to support the line. During recent years, revenues have been further reduced by the loss of traffic to trucks, but even if there were no such diversion, the total tonnage available in the territory still would be insufficient to warrant continued operation of the line.

As shown by the income account submitted herewith, for the five years and 11 months reported there was a net railway operating deficit of \$9,546; for the years 1938, 1939, and 11 months of 1940, net railway operating deficit was \$10,151, and for 11 months of 1940 it amounted to \$11,973. Net corporate deficit for the five years and 11 months was \$39,951, and for 11 months of 1940, \$16,223. All of these results would have been far worse if during the period the property had been adequately maintained, instead of which, the physical condition of the line was of necessity permitted to deteriorate until it will now require an expenditure of approximately \$80,000 to restore it to a reasonably safe operating condition.

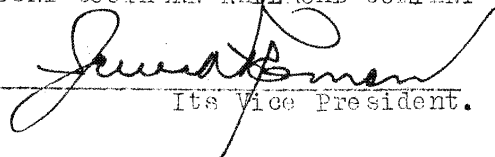
Applicant's cash resources are substantially exhausted. It has no credit with which to procure funds for immediately required maintenance expenditures, or to cover additional operating losses, and the outlook is such that there is no hope of the property becoming self-supporting so as to warrant or justify a continuance of such losses.

No hearing on this application is desired by the applicant.

Respectfully submitted,

MISSOURI SOUTHERN RAILROAD COMPANY

By

  
Its Vice President.

Leeper, Missouri

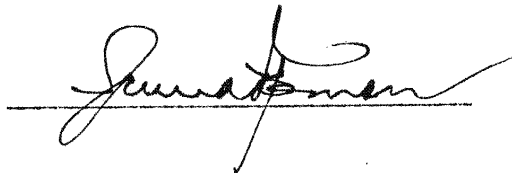
January 20, 1941



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State of Missouri )  
                          ) ss  
County of Wayne )

JULES A. FREMON makes oath and says that he is the Vice President of the Missouri Southern Railroad Company, applicant herein; that he has been authorized by proper corporate action on the part of said applicant to verify and file with the Interstate Commerce Commission the foregoing return to questionnaire of said Commission in respect of the application in Finance Docket No. 13131; that he has carefully examined all of the statements referred to in said return and the exhibits attached thereto and made a part thereof; that he has knowledge of the matters set forth in such return and that all such statements made and matters set forth therein are true and correct to the best of his knowledge, information and belief.



Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 20th day of January, 1941.

My commission expires April 29, 1942.



Notary Public

C O R R E S P O N D E N C E

G. O. 459

JAN 11 '41 893679

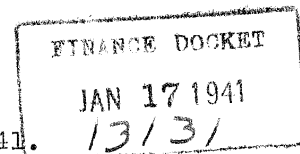
## STANDARD OIL COMPANY

(INDIANA)

L. R. COWLES,  
TRAFFIC MANAGER  
R. W. FYFE,  
ASST. TRAFFIC MANAGER

910 SOUTH MICHIGAN AVENUE

CHICAGO, ILL. Jan. 9, 1941.



FILE 172-141.

SUBJECT

Mr. W. P. Bartel, Sec'y.,  
Interstate Commerce Commission,  
Washington, D.C.



Dear Sir:

The Missouri Southern Railroad has asked the Commission in Finance Docket No. 13131 for authority to abandon its entire line which extends from Leeper to Bunker, Missouri.

This Company has a bulk station located at Ellington, Missouri, which would be left without rail service should this authority be granted.

Due to this interest, please list the name of this Company to receive all future notices, orders and decisions as may be entered in this proceeding.

Respectfully,

A handwritten signature in cursive script, likely of R. W. Fyfe.

RWF:AHS.



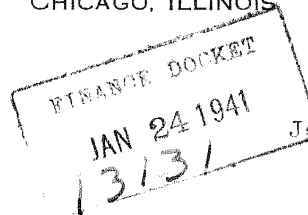
JAN 21 1941 897997

*Missouri Charcoal Company*

228 NORTH LA SALLE STREET  
CHICAGO, ILLINOIS

TELEPHONE  
RANDOLPH  
7 3 4 2

PLANT AND KILNS  
REYNOLDS, MISSOURI

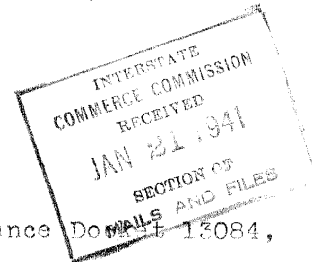


Jan. 17, 1941.

W. T. BARTRELL, Secretary,  
Interstate Commerce Commission,  
Washington, D.C.

Dear Mr. Bartell:

May we invite your attention to Finance Docket No. 13084,  
relative to the Missouri Southern Railroad.



We now understand they have filed a petition with the  
Commission for permission to junk the entire railroad, a distance of  
53.8 miles.

As explained in my letter of November 13th, our plant is  
located about mid-way between the towns of Ellington, Mo. and Bunker,  
Mo., at Reynolds, on the line of the Missouri Southern Railroad.

It is my desire to file with the Interstate Commerce  
Commission a protest objecting to the removal or abandonment of this  
line of railroad.

Will you please consider this a protest in this case,  
in line with the second paragraph of your letter of November 15th,  
and greatly oblige,

Yours very truly,

Missouri Charcoal Co.,

*J. R. Kewley*  
President.

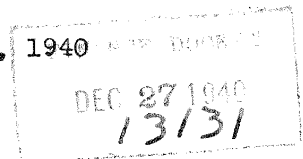
DEC 23 '40 886222



HERMAN A. RADTKE  
PRESIDENT

MISSOURI SOUTHERN RAILROAD COMPANY  
LEEPER, MISSOURI

December 20, 1940



Interstate Commerce Commission  
Washington, D. C.

Gentlemen:

Herewith the application of this company for a certificate which will permit the company to abandon its entire line of railroad which extends from Leeper, Mo., to Bunker, Mo.

Nine copies of the application and three unbound copies of a situation map, also are transmitted herewith.

As stated in the application, the applicant believes that within a short time, or about February 1, 1941, its cash resources will be completely exhausted, so that it will be unable to continue operations longer than for such indicated limited time. It is therefore earnestly requested that the handling of this application be expedited as much as possible, so that if possible, a decision will be had before it becomes necessary for the company to cease operations.

On this date the applicant company has requested permission to withdraw its previously filed application in Finance Docket No. 13084 for a certificate authorizing the abandonment of a portion of its line extending from Ellington, Mo. to Bunker, Mo., and has requested the Commission to dismiss that application.

Very truly yours,

  
President.

MISSOURI SOUTHERN RAILROAD COMPANY  
GENERAL OFFICES  
LEEPER, MISSOURI

JULES A. FREMON,  
VICE PRESIDENT

FILED

JAN 22 1941

January 21, 1941

Finance Docket No. 13131

INTERSTATE

COMMERCE COMMISSION

Mr. W. P. Bartel, Secretary  
Interstate Commerce Commission  
Washington, D. C.

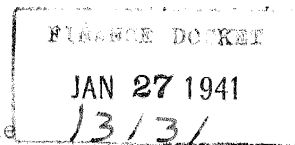


77.13131  
file  
1941

Dear Sir:

Herewith this company's return to the questionnaire of the Commission in the above-numbered proceeding, together with nine copies of said return.

In submitting the above data, I wish respectfully to repeat the request made in our letter dated December 20, 1940, transmitting the application herein, that the handling of this matter be expedited in the greatest possible degree.



As shown by the income statement which is included in the return as Schedule C, for the 11 months' period, January 1 to November 30, 1940, the applicant sustained a net operating deficit of \$11,973, and for the same period a net corporate deficit of \$16,223. When it is realized that total operating revenues for the period amounted to only \$33,624, it is apparent that these results are absolutely disastrous, and that the company can continue operations on this basis for only a very short time longer.

If a hearing must be held by the Commission on this application, which I understand is mandatory if any protests are filed, it is earnestly requested that such hearing be had at the earliest practicable date.

Very truly yours,

*Jules A. Fremon*  
Vice President.

*Rec'd 1/22/41  
pe.*



